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DECLASSIFICATION REVIEW by NIMA/DOD 4/11/00

TCS No. 8133/64  
IB No. 359/64  
6 October 1964  
Copy No. 1

MEMORANDUM FOR: Chief, Manufacturing and Services Division, ORR

25X1A

ATTENTION : [REDACTED]  
THROUGH : Chief, Requirements Branch, Reconnaissance Group, CGS  
FROM : Chief, CIA/PID (NPIC)  
SUBJECT : Various Tibet Road Studies  
REFERENCES : (1) ORR Requirement No. C-RR3-80,755  
(2) CIA/PID Project No. C 1567/63

1. This memorandum is in response to the above referenced requirement which requested the alignment and condition of various roads or well defined tracks in the Jongka Dzong-Shigatse Area. All roads and trails described in this memo are delineated on graphics CIA/PID/IB-P-1241/64 and P-1242/64.

2. Roads West, WNW, and WSW of Jongka Dzong (28 58N - 85 12E)

A single pack trail extends westward from Jongka Dzong to approximately 28 58N - 85 07E, where it bifurcates, after which it proceeds into two different passes. Each of these trails continue only a short distance before apparently ending in snow covered areas. A single-lane unimproved road extends southward from Jongka Dzong ending at the Nepal border. No other roads or trails were observed in the above referenced areas.

3. Northern extensions of unimproved sections of two roads located in the area of Lapche Gompa (28 06N - 86 12E) and Trintang (28 00N - 86 20E).

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[REDACTED]  
evidence of the above referenced roads could be found. However, there were some trails existing in various mountain passes in this area. None of these trails appeared to join any road to the north. However, due to snow cover in this area, it could not definitely be established how far these trails do proceed.

4. Road connections with Rongbuk Gompa (28 13N - 86 50E)

A single-lane unimproved road, which was badly deteriorated in some areas, extends southward from Tingri Dzong (28 34N - 86 38E) to Rongbuk Gompa. Southward from Rongbuk Gompa a pack trail continued for a short distance. No other roads or trails were observed in this area.

GROUP 1  
Excluded from automatic  
downgrading and  
declassification

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5. Tingri Dzong - Sang Sang (29 25N - 83 40E) route.

No direct road was located which connected these two points. However; pack animals, using trails which are shown on the enclosed annotated map, can travel between Tingri Dzong and Sang Sang.

6. Road connections with Shekar Dzong (28 39N - 87 04E)

No roads directly connect with Shekar Dzong. A single-lane unimproved road extends westward from Chasho (28 35N - 87 12E) to a point directly across an unnamed stream from Shekar Dzong. A footbridge crosses the river, but no fords or ferries could be located thereabouts. Numerous trails, which are shown on the attached map, proceed from Shekar Dzong in various directions.

7. Roads connecting Lhatse Dzong (29 09N - 87 41E) to Shigatse via Pindzohing (29 23N - 88 01E).

No roads connect Lhatse Dzong with Shigatse via Pindzohing. Only a pack trail was evident connecting these two points via the above referenced route.

8. Shigatse to Rinphung Dzong (29 17N - 89 55E) and north toward Yong-pa-ching.

A two-lane improved road extends southeastward from Shigatse and proceeds in the direction of the border. At 28 54N - 89 35E a single-lane improved road branches northeastward to Rinphung Dzong. A pack trail extends northward to the south bank of the Brahmaputra River, then eastward to the ferry crossing at 29 22N - 89 44E. Here the trail meets the main east-west supply route proceeding eastward to Shigatse.

9. Shigatse to Sakya Gumpa (28 55N - 88 03E) via Lingbochen (29 04N - 88 25E)

There is no road which connects Shigatse with Sakya Gumpa by way of Lingbochen. Roads and pack trails, which are delineated on attachment No. 1, do connect the three locations mentioned above.

10. Shigatse to Khamba Dzong (28 16N - 88 31E) via direct north-south route.

There was no evidence of a direct north-south route connecting these two points.

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11. Khamba Dzong to Se connecting with road to Yatung (27 29N - 88 54E)

A very poor road, alternating between single-lane unimproved and a jeepable trail, extends eastward from Khamba Dzong to Traksing Gompa (28 15N - 88 48E). Eastward to its junction with the Shigatse-Yatung road at Kalashar (28 17N - 89 23E) the general condition is improved, however, it would still be classified as an unimproved road.

12. Roads from the Yatung road to borders of Sikkim and Bhutan.

25X1D A single lane improved road, which is under construction, extends westward from Phani Dzong (27 43N - 89 10E) to Larang (27 48N - 89 00E); however, this road did not extend to the border. A more important road extends westward from a point immediately south of Yatung to the immediate area of Gangtok (27 20N - 88 37E). This road was under construction at the time photographic [REDACTED] was flown. The road appeared capable of carrying light vehicles at that time. Proceeding southward from Yatung the road rapidly deteriorates to a pack trail, which eventually crosses the border.

13. Branch roads or well defined tracks off the Lhatse Dzong - Tradom (29 38N - 84 10E) route.

There are numerous pack trails branching off this road at various places; however, the only road, which answers this description, extends southward at approximately 29 20N - 85 17E. Here the road crosses a ferry and proceeds south through Jongka Dzong to the border. At Tradom a single-lane unimproved road extends southwestward and services a military strong point located at 29 27N - 84 01E.

14. Branch roads or well-defined tracks north off of the road east of Shekar Dzong to the area of 28 37N - 87 31E.

No roads or trails were seen extending north from the jeep trails, which runs from Chasho to Trangso Tse (28 37N - 87 31E), except the two-lane improved road which extends north from chasho to the Lhatse Dzong area.

15. New major construction in this general area was as follows:

- a. The road extending south from Tulung (28 26N - 86 07E) to the border.
- b. The road extending west from Phani Dzong to Larang.
- c. A new bridge is under construction at Tingri Dzong.

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d. A new bridge is possibly under construction at Renda  
(29 03N - 87 53E).

e. The road extending from Yatung to Gangtok.

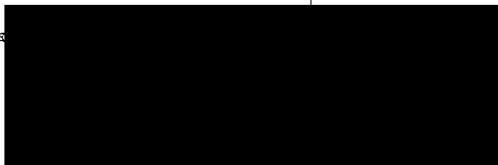
16. A road, which was being travelled quite heavily, extended south  
from Renda to a point just north of the border.

17. Attachments No. 1 and 2 supercede attachments No. 4 and 5 to  
IB Memo No. 336/64.

18. All town names and coordinates were taken from AMS 1:1,000,000  
Maps Series 1301, Sheets NH 45 and NG 45.

19. The following photographic missions were scanned in compiling  
data for this memo:

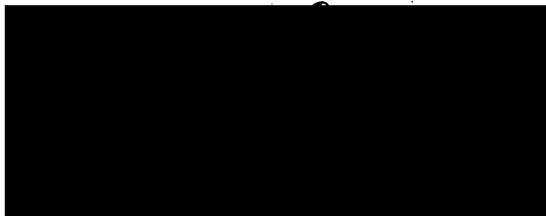
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20. The analyst assigned this project was [redacted] who may  
be contacted on extension 2547 should you have any questions concerning  
this project. This is considered a complete answer to the requirement.

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ENCLOSURES:

2 Annotated Overlays  
(CIA/PID/IB-P-1241/64 and P-1242/64)

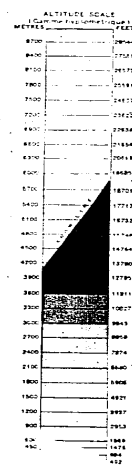
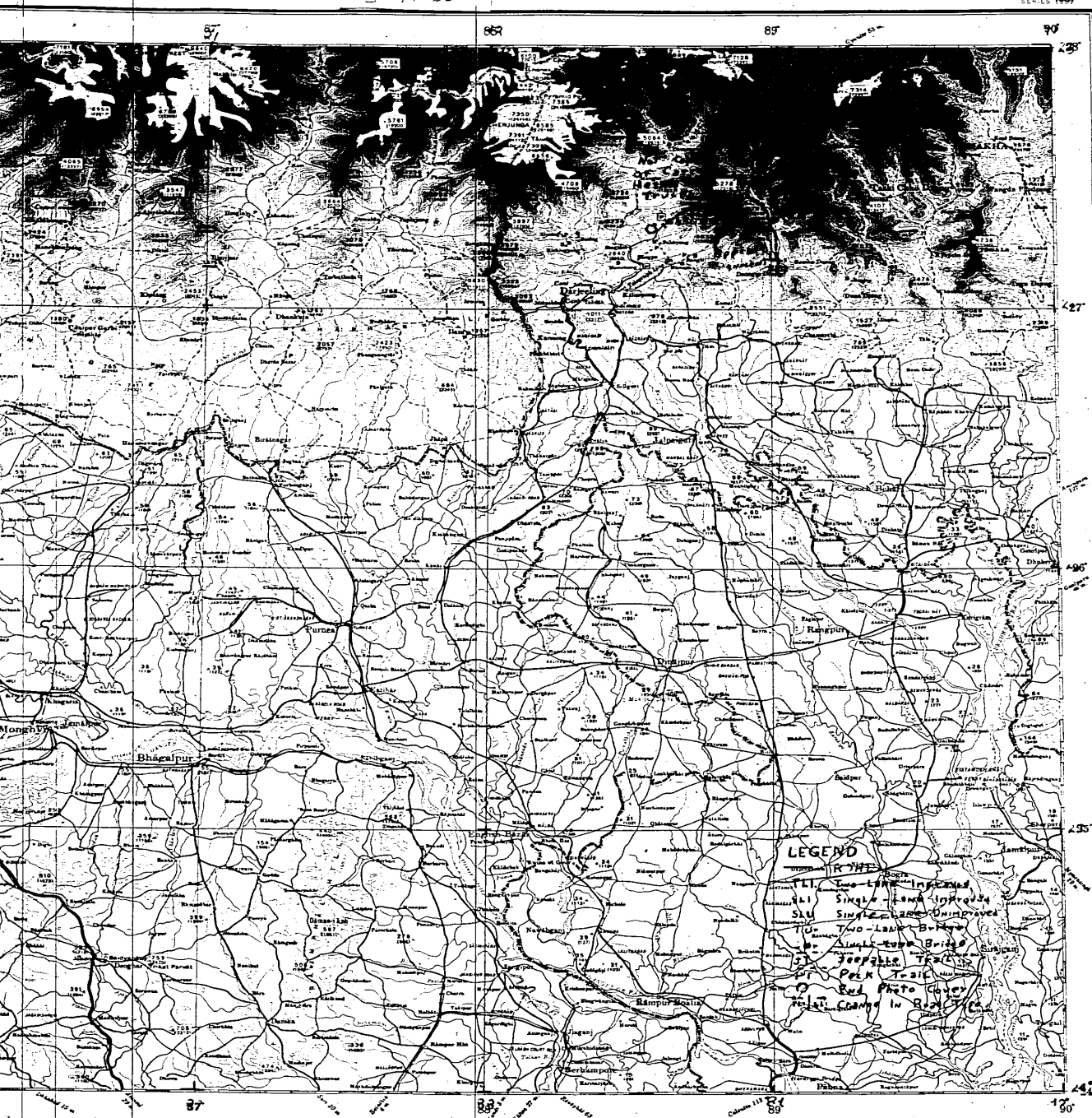
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60 70 80 90 100 110 120 130 140 150 160 170 Miles on Fair

1 inch = 15.78 Miles or 1.014 inches = 16 Miles

100	110	120	130	140	150	160	170	180	190	200	210	220	230	240	250	260	270	280	290	300
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1 Millimetre = 1 Kilometre

50 60 70 80 90 100 110 120 130 140 Miles marine  
1 inch = 13.7 Nautical Miles

Projection, International (Polyconic)	RELATIVE RELIABILITY
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## HEIGHTS IN METRES AND FEET

RELATIVE RELIABILITY  
(Exactitude relative)  
N. G-45

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REFERENCE  
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Frontiere, internationale, abornee	
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Chemin de fer. à ligne double

— Ligne télégraphique ne suivant pas une route —

avec tunnel	Route principale, avec tunnel	
radial	secondaire, avec pont	

de moins d'importance, avec col  
Cours d'eau permanent, tarifiable

from level

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